

- Implemented INDOT's pavement management system, the single most important efficiency gain by the department. This system allows INDOT to make engineering decisions about which pavement to replace and repair, all based on life cycle costs and engineering data. This system ensures that the pavement decisions made are truly the best use of the funds available -- thus efficient use of the taxpayer's money.
- Eliminated three subdistrict offices: Scottsburg, Anderson, and Valparaiso. INDOT combined operations of those subdistrict offices into other offices, reducing costs and improving efficiencies.
- Implemented Governor O'Bannon's Crossroads 2000 program, completing a record capital construction program with no increase in headcount. Went from an annual \$400 million construction program to an annual \$681 million program. Invested more dollars in transportation projects than any time in INDOT's history.
- Updated the INDOT Design Manual. This effort streamlines and organizes the plan development process and provides an efficient communication conduit to consultants and staff involved in road and bridge design.
- Implemented innovative project development and contracting procedures - design build, fast track and limited review. These efforts have introduced new, faster ways to develop construction plans and deliver new projects to the motoring public.
- Eliminated 134 positions in the current biennial budget (FY 2000/2001). These positions were permanently deleted from INDOT's staffing table.
- INDOT Equipment Assessment committee instituted a study of all INDOT equipment and vehicles resulting in a reduction of INDOT's fleet of equipment and vehicles. This business analysis enabled INDOT to determine equipment life cycles to better manage investments in the equipment essential to properly maintain Indiana's roadways. INDOT also expanded its equipment rental and lease program where equipment is rented/leased instead of purchased.
- Expanded the Hoosier Helper Program. This includes staffing the new Hoosier Helper positions out of existing INDOT headcount. The Hoosier Helper program enables INDOT to facilitate smooth movement of traffic on urban freeways. Traffic slowdowns are averted more often, allowing a road to operate at its full capacity more of the time.
- Implemented Site Manager, an automated construction records management system to electronically manage INDOT's construction contract paperwork -- faster and with less paperwork.
- Completed all of INDOT's Y2K computer programming work with in-house staff for just \$3 million. INDOT's budget estimate was \$5 million, a \$2 million savings.
- Expanded INDOT's Internet Web site for our customers.
- Implemented new accounting system as the first step toward activity-based accounting. This will enable INDOT to pursue cost saving goals as performance measures for individuals and the agency.

Efficiencies